



April 26, 2007

TO: Transportation Authority of Marin Commissioners

FROM: Dianne Steinhauser, Executive Director

RE: MCTD Performance Monitoring Report, Agenda Item 10

Dear Commissioners:

Executive Summary

TAM's cooperative agreement with the Marin County Transit District (MCTD) governing the expenditure of Measure A Transportation Sales Tax funds requires an annual performance report detailing, among other things, how the District is doing against measurements specified in the Measure A Expenditure Plan. MCTD staff has prepared the first of these reports, concerning the 2004-05 and 2005-06 fiscal years. This report was presented to the Executive Committee on April 11. Minor clarifying modifications to the report have been made as a result of that presentation. MCTD staff will present the revised report to the TAM Board

Recommendation: For information and discussion only. No action necessary.

Background

The Measure A Expenditure Plan divides tax proceeds into four strategies. Strategy 1 provides for support to the Marin County Transit District (MCTD) for developing "...a seamless local bus transit system that improves mobility and serves community needs, including special transit for seniors and the disabled (paratransit services)." Strategy 1 revenues are also subdivided by the plan into maintaining and expanding local bus service, rural bus service, services and programs for those with special needs and investments in upgraded facilities. The Expenditure Plan also specifies cost effectiveness and productivity standards and other performance criteria consistent with the strategy, and provides that "...investments will be prioritized based on an analysis..." of these criteria.

TAM's cooperative agreement with MCTD governing expenditure of Measure A funds requires an annual performance report detailing, among other things, how the District is doing against measurements and criteria specified in the Expenditure Plan. MCTD staff has prepared the first of these reports, concerning the 2004-05 and 2005-06 fiscal years. The report was presented to the Executive Committee at its April 11 meeting and after this presentation, minor changes have been made to clarify statistics presented in the report. MCTD staff will present the revised report to the TAM Board.

Recommendation: For information and discussion only. No action necessary.

Attachment: MCTD FY 2004/05 & 2005/06 Performance Report

Transportation Authority of Marin Annual Performance Report for Measure A Strategy 1 Funds

July 1, 2004 through June 30, 2005 and July 1, 2005 through June 30, 2006 Reporting Years

Submitted by:

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Date: December 20, 2006

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Introduction

This is the first Performance Report for Strategy 1 under Measure A, approved by Marin County voters in November 2004. Marin County Transit District (MCTD) and Transportation Authority of Marin (TAM) signed a Cooperative Agreement on November 2004. In the same month, TAM approved a Funding Resolution from an MCTD request that was based on an estimate of the amount of funds required to support MCTD Measure A programs at current levels of service from November 1, 2004 through June 30, 2006, the close of Fiscal Year 2005/2006. This report encompasses both fiscal years 2004/2005 and 2005/2006.

MCTD requested funds for the first three programs under Strategy 1 (Local Bus, Rural Transit, and Special Needs Transportation), and did not request any funds for Transit Capital Investments (Program 4). As the West Marin Stagecoach was funded through December 2004, Measure A funds were applied as of January 1, 2005. MCTD also provided seasonal weekend rural service on Golden Gate Transit-operated Route 63 during November 2004 and from March through June 2005.

Funds expended during the remainder of FY 2004/2005 were intended to support current service levels in anticipation of MCTD completing its first Short Range Transit Plan (SRTP), which the Board approved in March 2006. Administrative expenses were allocated to each category with 40% to Local Bus, 10% to Rural, and 50% to Special Needs. Consultant expenses were allocated to Local Bus for the purpose of developing MCTD's first Short Range Transit Plan (SRTP).

In March 2006 MCTD approved the SRTP, which sets performance objectives and measures for service planning and evaluation and includes a detailed five-year budget for each funding category. In developing the SRTP, MCTD evaluated the existing transit system using Measure A criteria, and that evaluation is provided as an attachment to page 12 of this report. For planning purposes, these criteria were also applied to four routes that would become MCTD's responsibility as of May 1, 2006 as well as four school service supplemental routes that were operated under school district contract to Golden Gate Transit.

Fiscal Year of Allocation: FY 2004/2005

Amount spent in the reporting year:

FY 2004/2005 Sub-Strategies	Allocated Measure A Funds	Expenditures	Other Funding Sources
1.1 Local Fixed Route	\$2,755,000	\$6,406,015	\$3,641,554
1.2 Rural Service	\$92,000	\$184,303	\$87,593
1.3 Special Needs Service	\$615,000	\$1,652,001	\$1,037,001
1.4 Bus Transit Facilities	0	0	0
Total	\$3,462,000	\$8,242,319	\$4,766,148

Expenditures for FY 2004/2005 are reported from the start of Measure A funding for service and were intended to support the existing service levels in anticipation of MCTD completing its first Short Range Transit Plan (SRTP), which occurred in March 2006. Program start dates, expenditures details, and other funding sources are shown in corresponding sub- strategy sections of this report.

Fiscal Year of Allocation: FY 2005/2006

Amount spent in the reporting year:

FY 2005/2006 Sub-Strategies	Allocated Measure A Amount	Expenditures	Other Funding Sources
1.1 Local Fixed Route	\$4,439,000	\$10,626,358	\$6,202,509
1.2 Rural Service	\$172,000	\$434,427	\$186,035
1.3 Special Needs Service	\$1,365,000	\$2,804,283	\$1,439,283
1.4 Bus Transit Facilities	0	0	0
Total	\$5,976,000	\$13,865,068	\$7,827,827

Program start dates, expenditures details, and other funding sources are shown in corresponding sub-strategy sections of this report.

Major Accomplishments FY 2004-2005

- Initiated development of the Transit District's first Short Range Transit Plan, including a performance assessment of current services.
- Maintenance of Golden Gate Transit local fixed route bus service and Whistlestop Wheels paratransit service.
- Continued implementation of West Marin Stagecoach shuttle bus service.
- Continued implementation of Ride & Roll free middle and high school student fare program.
- Continued implementation of Novato EZ Rider Program.

Transit Services Provided	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual
Passenger Trips	1,781,067	1,809,989	2,286,391
WSW Passenger Trips	76,609	83,764	83,961
WSW Denial Rate	0.2241%	0.94%**	1.85%**

**Includes both Americans with Disabilities Act trips that provide equivalent service to fixed-route transit and trips located outside the equivalent service area. If trips outside the service area are evaluated separately, the estimated denial rate for ADA service for FY 2004-05 is 0.0%.

Major Accomplishments FY 2005-2006

- Developed a Short Range Transit Plan for FY 2006-15 as the basis for future requests for county transportation sales tax funds, including goals and objectives for future service design and delivery.
- Based on the findings of the plan, recommended service changes that increase cost effectiveness and efficiency in accordance with transit district goals and objectives.
- Developed new transit service plan for implementation in FY 2006/07.
- Monitored regular fixed routes services, including review of performance standards, and worked with the contract operator to implement improvements.
- Monitored paratransit services, including review of performance standards, and evaluated desired modifications.
- Evaluated paratransit rider satisfaction and reviewed complaints and comments received.

- Applied performance criteria to improve efficiency and cost-effectiveness of school tripper services
- Continued work with partner agencies and school districts to develop and implement a program to deliver school tripper services and other services for educational institutions.
- Successfully recruited two senior transportation planners.

Transit Services Provided	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06 Actual
Passenger Trips	1,809,989	2,286,391	2,519,047
WSW Passenger Trips	83,764	83,961	86,485
WSW Denial Rate	0.94%**	1.85%**	1.67%**

**Includes both Americans with Disabilities Act trips that provide equivalent service to fixed-route transit and trips located outside the equivalent service area. If trips outside the service area are evaluated separately, the estimated denial rate for ADA service for FY 2005-05 is 0.0%.

FY 2006-07 Initiatives

- Implement Short Range Transit Plan.
- Implement new service plan, including a completely redesigned fixed route system and provision of passenger information.
- Develop contract for operation of selected new routes designed for very small buses.
- Implement new capital plan, including replacement of bus stop signs, initial studies for a transit hub in Southern Novato, and work with the County of Marin to improve and enhance the Marin City transit hub. Provide matching funds to acquire buses for local service. Apply for grant funding to purchase new larger vehicles for rural services.
- Apply performance criteria to improve efficiency and cost-effectiveness of transit services.
- Continue work with partner agencies and school districts to develop and implement a program to deliver school tripper services and other services for educational institutions.
- Develop and implement annual student bus pass program.
- Participate in implementation of automated fare collection system for local fixed route bus service.

Background

This section contrasts the functions, responsibilities, and budget of the Transit District prior to two events in 2004 with its current functions, responsibilities, and budget. The first event was the passage of the Transportation Sales Tax, Measure A, on November 2, 2004. The second was an agreement with Golden Gate Transit that more accurately reflected the costs and revenues associated with local fixed route bus service and defined MCTD's role and its responsibilities for funding, planning, and management. This agreement has been succeeded by a new five-year service agreement with Golden Gate that began on May 1, 2006.

History

In 1964, MCTD was established to develop, finance, organize, and provide local transit service in a manner consistent with an overall San Francisco Bay Area regional transit system. Through an agreement with Golden Gate Bridge, Highway, and Transportation District, up to \$500,000 in state Transportation Development Act (TDA) funds designated for Marin County transit services historically supported local fixed route bus service each year. Prior to 2002, Golden Gate Transit was able to refund some of this amount to the Transit District. These funds were used to support the paratransit budget. Due to reduced TDA revenues, substantial cost increases, and service restructuring, Golden Gate began to charge (rather than refund) MCTD to recover its costs in 2002. A complete service restructuring took place on November 1, 2003 that was intended to balance revenues and costs. Subsequent to implementation, Golden Gate Transit determined the restructuring was not financially sustainable. MCTD pursued new revenue with the Transportation Authority of Marin (TAM) through the development of Measure A for existing services and for expansion. On November 1, 2004, MCTD and Golden Gate Transit implemented an 18-month agreement that fully defined the roles and responsibilities of both agencies and a formula for sharing costs and revenues.

Additional funding sources have included the following: Proposition 13 froze the percentage share of the property tax allocated to the Transit District, which dedicated all of this revenue to contract for paratransit services. Fares and State Transit Assistance funds supported MCTD program administration, including the Transit Services Manager and a part-time administrative assistant. The assistant prepares and processes MCTD Board documents for public meetings and has staffed the student discount ticket program. Other than the limited TDA funds, MCTD did not have a dedicated funding source to support fixed route transit and depended on Golden Gate Transit for planning, operational, and capital support of local service under the prior agreement. Local fixed route service was based on the availability of Golden Gate Transit resources. MCTD has continued to manage the contract to provide both intracounty and intercounty paratransit services through its agreement with Golden Gate Transit.

Prior to the passage of Measure A, the contract to provide the West Marin Stagecoach (Stage) was funded through the Board of Supervisors (BOS) and an annual Federal Transit Administration (FTA) grant. Very limited marketing was done in support of the Stage, via a consultant contract. The Novato EZ Rider operated as a BOS program, and the transit services manager was responsible for the contract. A student discount ticket program was funded through the BOS and an Air Quality Management District grant.

The MCTD budget for FY 2002/2003 was \$3.4 million. In FY 2003/2004, its budget was \$3.8 million.

Current Status and Future Development

Voter approval of the Transportation Sales Tax significantly expanded MCTD responsibilities and tripled its budget for FY 2004/2005. With this approval, MCTD requested funding from TAM to continue its current service levels and programs through June 30, 2006. MCTD is charged with developing a Short Range Transit Plan (SRTP) required under the Transportation Sales Tax Expenditure Plan and through its cooperative agreement with TAM. TAM administers the revenues from Measure A, and 55% are dedicated for transit. Any future requests for Measure A funds are based on an approved SRTP that meets the guidelines of the Metropolitan Transportation Commission (MTC). Under current MTC guidelines, MTC requires transit agencies to produce annual financial estimates that constitute an update of the full SRTP that is done every four years.

In Spring 2005, MCTD initiated its first SRTP for FY 2006-2015. The MCTD Board approved this SRTP on March 20, 2006. Prior to this, Golden Gate Transit historically developed its SRTP to include Marin local service. A significant component of the MCTD SRTP is a first ever community needs assessment/market analysis developed as the basis for evaluating local service, within a regional service context. Under Measure A, MCTD updates the SRTP every two years.

MCTD currently contracts for rural transit service, paratransit services, and fixed route bus services. The SRTP provides the basis for future service improvements and expansion, including capital investments and additional special needs programs. The SRTP includes analysis of system and route level performance as required for use of Measure A funds. MCTD will use the SRTP process to determine whether the agency should pursue a direct role in operations and what steps it would need to take.

MCTD and Golden Gate Transit signed an 18-month agreement for provision of intercounty paratransit and local fixed route transit services starting on November 1, 2004. The agreement established a new basis for the distribution of costs and revenues between the two agencies and gave MCTD full responsibility for 20 local fixed route services (10 regular and 10 school routes), serving approximately 2.3 million passengers annually. As of May 1, 2006, MCTD will take responsibility for four additional "transition" routes – Routes 36, 53, 57, and 71, which serve an additional 850,000 passengers annually. MCTD will be responsible for nearly 35% of the service that is currently provided by Golden Gate Transit.

Demand for paratransit service within the county has risen by 28% over the last four years to 84,000 trips per year and is projected to increase at a steady rate as the population ages.

The growth in fixed route transit ridership is within the County, while regional transit use has declined. This reflects changes in the regional and local economies, the demographics of Marin County, and travel patterns. Approximately 40% of respondents to an on

board survey of Marin local riders responded in Spanish. Most use the service to get to and from work within Marin County, most are low-income, and most have limited or no access to a car. Following approval of the SRTP, MCTD prepared a Service Plan for Local Bus Service that was implemented in September 2006. The new service plan includes three new shuttle routes under a contract with a small bus operator.

The rural service plan (implemented on July 1, 2006) reflects community interest and TAM financial commitment for expanding rural transit service. Other MCTD programs include the Novato EZ Rider, a combination shuttle and demand-response service and supplemental school services. MCTD continues to make service improvements that reflect the changes in demand and address the goals of the Transportation Sales Tax Expenditure Plan (TSTEP) and the SRTP.

At a minimum, MCTD is charged with these responsibilities:

- Manage and administer contracts and programs;
- Evaluate existing services and plan for service improvements in the context of an approved Short Range Transit Plan;
- Work closely with contractors to address specific service delivery issues, meet requirements, and implement new programs;
- Lead planning efforts to determine the most effective approach to service delivery and identify and address capital needs;
- Anticipate alternative service delivery option requirements and their impact on MCTD organization, contracting arrangements, and staffing.
- Respond to customer concerns and suggestions;
- Seek out public input in SRTP development and service planning and delivery by conducting meetings throughout the County and keeping the public informed;
- Develop and implement a marketing plan for all local transit programs that acknowledges the larger regional system;
- Maintain current data on local and regional operations and monitor performance; and
- Implement a strategic expansion commensurate with projected resources.

MCTD is responsible for overseeing the planning, implementation, marketing, and evaluation of each of its programs. Each year, MCTD prepares lengthy applications to obtain FTA rural transit 5311 funds (administered through Caltrans) to support the Stage. As an FTA 5311 grant recipient, MCTD must meet contractual obligations and specific reporting requirements. MCTD has secured State funding through TAM and MTC for bus stop improvements in Marin City and Southern Novato. MCTD has developed a comprehensive approach to all the school-related services that it is now responsible for and continues to work closely with local school districts.

All MCTD programs, as recipients of Measure A funds, are subject to the performance criteria in Measure A, in addition to those determined by the MCTD Board in the SRTP, to qualify for future funding. The TSTEP determines the proportion of sales tax

revenues that go to fixed route, rural, and special needs transit. MCTD is responsible for meeting TAM reporting requirements and develops an annual request for funding under its cooperative agreement with TAM. MCTD works with TAM to integrate its SRTP process with the TAM strategic plan development.

As a new transit agency, MCTD will actively participate in the MTC transit partnership and its committees on regional activities, policies, and funding allocations that affect local service. MCTD works closely with regional transit providers and local jurisdictions to coordinate service delivery and public information and outreach. This includes a new program to establish partnerships that allow for route expansions with shared funding responsibility.

MCTD is the staff to the Marin County Paratransit Coordinating Council (PCC) and is responsible for scheduling meetings, preparing agendas and minutes, and responding to requests. The PCC monitors transit services for the disabled and is charged with advising the Transit District on services for those with special needs. MCTD staff identifies and assists local non-profit community service providers in applying for FTA funds. In Fall 2006, MCTD implemented a contractor choice model for use of taxis to expand its capacity to meet the demand for paratransit, and is working with its partners to develop longer-term institutional approaches to sustainable taxi services for both social service and paratransit programs.

MCTD Budget Development Reflects Responsibilities

The MCTD budget for FY 2004/2005 grew to \$12 million, reflecting the increased costs and revenues associated with fixed route transit. The budget rose to \$16 million in FY 2005/2006 to reflect full year costs of transit services based on its 18-month agreement with Golden Gate Transit. MCTD's annual budget is \$23 million in FY 2006/2007 with full responsibility for local fixed route services and projected funding under Measure A.

Local Bus Transit Program 1 Report Summary

Under an agreement that extended from November 2004 through April 2006, Local Fixed Route Transit Services consisted of nine local bus and nine supplemental school routes. These were provided under the 18-month agreement between the Transit District and the Golden Gate Bridge, Highway, and Transportation District. In FY 2004/05, Golden Gate Transit (GGT) provided approximately 2.2 million annual passenger-trips on these local contract routes. Under a contract with Whistlestop, EZ Rider provides shuttle services and Dial-a-Ride for Novato residents and primarily serves the needs of senior and disabled residents. Measure A support for EZ Rider began in March 2005. When MCTD requested TAM funds in November 2004, funds for EZ Rider were included in the overall request for local bus services.

During the six-month period from January through June 2004, Marin County Transit received no fare revenue for the Ride and Roll free student ticket program for participating middle and high schools in Marin. This program accounts for approximately \$200,000 in lost fare revenue to the Transit District that was not reflected in the original revenue forecasts. MCTD has reimbursed these funds to Golden Gate Transit in Fall 2006 based on the final reconciliation of the 18-month agreement.

Measure A Local Bus Transit Program funds received/expended (accrual basis), beginning on November 1, 2004 as follows:

FY 04/05		OTHER FUNDING
<u>MEASURE A REVENUES</u>	<u>EXPENSES</u>	<u>SOURCES</u>
\$2,755,000	\$6,406,015	\$3,641,554

Measure A Local Bus Transit Program funds received/expended (accrual basis), beginning on July 1, 2005 (does not include Route 63, which is allocated to rural transit).

FY 05/06		OTHER FUNDING
<u>MEASURE A REVENUES</u>	<u>EXPENSES</u>	<u>SOURCES</u>
\$4,439,000	\$10,626,358	\$6,202,509

Details for the net expenses in FY 04/05 and FY 05/06:

See Tables 1 and 2

Benefits realized from the expenditures in FY 04/05 and FY 05/06:

See Tables 3, 4, 5, and 6

Table 1 Project Costs Local Bus Transit Fiscal Year 04/05¹						
	Expense		Revenue		Net Expense ⁶	Measure A Funds Expended ⁶
Service	Contract Costs Paid to Operator ²	Admin Costs ³	Fares	STA, TDA, Advertising ⁴		
Golden Gate Transit	\$2,474,880	\$260,126	\$1,584,539 ⁵	\$2,055,294 ⁵	\$2,735,006	
EZ Rider	\$31,176	0	\$1,721	0	\$29,455	
FY 04/05 Total	\$2,506,056	\$260,126	\$1,586,260	\$2,055,294	\$2,764,461	\$2,755,000
Notes: <ol style="list-style-type: none"> 1. Reported from November 1, 2004 for Golden Gate and March 1, 2005 for EZ rider, which represent the start of Measure A funding each program 2. Golden Gate Transit expense is based on the contract expense (minus Route 63 costs) not a calculation of expense minus revenue. Since contracts span fiscal years, these numbers are not the same 3. Administration Costs include Consultant costs of \$176,431 and 40% of salaries and benefits 4. Includes State Transit Assistance and Transportation Development Act funding and advertising revenue 5. Fares, STA, TDA, and Advertising are already incorporated into contract costs paid to Golden Gate Transit and are shown for reference purposes only 6. Net expense is calculated using Golden Gate Transit multi-year contract costs that were not reconciled until the end of FY 05/06. Actual expenditures were less in FY 04/05 and more in FY 05/06. This causes the appearance, on this table, of a discrepancy between the Net Expense and Measure A funds expended. 						

Table 2
Project Costs Local Bus Transit
Fiscal Year 05/06

Service	Expense		Revenue		Net Expense ⁶	Measure A Funds Expended ⁶
	Contract Costs Paid to Operator	Admin Costs ¹	Fares	STA, TDA, Advertising ²		
Golden Gate Transit	\$4,095,597 ³	\$215,736	\$2,413,766 ⁴	\$3,781,739 ⁴	\$4,311,333	
EZ Rider	\$119,520	-	\$7,004	0	\$112,516	
FY 05/06 Total	\$4,215,117	\$215,736	\$2,420,770	\$3,781,739	\$4,423,849	\$4,439,000

Notes:

1. Administration Costs include 40% of salaries and benefits
2. Includes State Transit Assistance and Transportation Development Act funding and advertising
3. Golden Gate Transit expense is based on the contract expense (minus Route 63 costs) not a calculation of expense minus revenue. Since contracts span fiscal years, these numbers are not the same.
4. Fares, STA, TDA, and Advertising are already incorporated into Contract Costs Paid to Golden Gate and are shown for reference purposes only.
5. Net expense is calculated using Golden Gate Transit multi-year contract costs that were not reconciled until the end of FY 05/06. Actually expenditures in FY 04/05 were less and more in FY 05/06.
6. Net expense is calculated using Golden Gate Transit multi-year contract costs that are not reconciled on a yearly basis. For FY 05/06 May and June expenses are under the new Golden Gate 5 year contract that assumes average levels of state and local funding for the life of the contract that are higher than actual FY 05/06 levels. This causes the appearance of a discrepancy on this table between the Net Expense and Measure A funds expended.

Table 3
Performance Monitoring Local Bus Transit (Operated by Golden Gate Transit)
Fiscal Year 04/05¹

Month	Patrons	Service Hours	Passengers / Hours	Farebox Recovery	Subsidy Per Passenger
November 2004	188,356	6,700	28.1	24.8%	\$3.28
December 2004	176,565	6,605	26.7	23.8%	\$3.49
January 2005	177,168	6,726	26.3	23.0%	\$3.56
February 2005	170,375	6,037	28.2	24.5%	\$3.26
March 2005	202,422	7,124	28.4	24.6%	\$3.23
April 2005	189,875	6,684	28.4	24.3%	\$3.25
May 2005	203,363	6,881	29.6	25.3%	\$3.06
June 2005	189,656	6,646	28.5	24.3%	\$3.24
04/05 8-Month Total	1,497,780	53,402	28.0	24.3%	\$3.29

Notes:

1. Reported from November 1, 2004 which is the start of Measure A funding for Local Transit operated by Golden Gate Transit

Table 4 Performance Monitoring Local Bus Transit (Operated by Golden Gate Transit) Fiscal Year 05/06					
Month	Patrons	Service Hours	Passengers / Hours	Farebox Recovery	Subsidy Per Passenger
July 2005	170,522	6,232	27.4	24%	\$3.41
August 2005	184,746	6,753	27.4	22%	\$3.58
September 2005	215,278	6,689	32.2	23%	\$3.09
October 2005	215,908	6,798	31.8	23%	\$3.11
November 2005	202,760	6,629	30.6	22%	\$3.28
December 2005	174,474	6,570	26.6	20%	\$3.82
January 2006	192,192	6,708	28.7	21%	\$3.56
February 2006	174,086	6,008	29.0	22%	\$3.78
March 2006	204,851	7,015	29.2	22%	\$3.46
April 2006	183,098	6,345	28.9	22%	\$3.44
May 2006	296,532	9,715	30.5	26%	\$2.91
June 2006	282,024	9,303	30.4	23%	\$3.00
05/06 12-Month Total	2,496,460	84,763	29.5	23%	\$3.32

Table 5
Performance Monitoring EZ Rider
Fiscal Year 04/05¹

Month	Patrons	Hours	Passengers / Hours	Farebox Recovery	Subsidy Per Passenger
March 2005	288	193	1.5	4.7%	\$30.30
April 2005	296	169	1.8	5.5%	\$25.60
May 2005	288	181	1.6	5.0%	\$28.40
June 2005	276	182	1.5	4.8%	\$29.70
04/05 4-month Total	1148	724	1.6	5.0%	\$28.40

Notes:

1. Reported from March 1, 2005, which is the start of Measure A funding for EZ Rider

Table 6 Performance Monitoring EZ Rider Fiscal Year 05/06					
Month	Patrons	Hours	Passengers / Hours	Farebox Recovery	Subsidy Per Passenger
July 2005	330	165	2.0	5.2%	\$27.20
August 2005	400	181	2.2	5.7%	\$24.70
September 2005	414	187	2.2	5.8%	\$24.60
October 2005	422	188	2.2	5.9%	\$24.20
November 2005	419	179	2.3	6.1%	\$23.20
December 2005	325	168	1.9	5.0%	\$28.40
January 2006	397	168	2.4	6.1%	\$22.90
February 2006	374	156	2.4	6.2%	\$22.50
March 2006	456	176	2.6	6.8%	\$20.70
April 2006	396	175	2.3	5.9%	\$24.00
May 2006	398	172	2.3	5.9%	\$23.50
June 2006	342	157	2.2	5.7%	\$25.00
05/06 12-month Total	4,673	2,073	2.3	5.9%	\$24.10

Rural Bus Transit Program 2 Report Summary

Measure A funds to support the Rural Transit Program received/expended (accrual basis), beginning on January 1, 2005:

FY 04/05		OTHER FUNDING
<u>MEASURE A REVENUES</u>	<u>EXPENSES</u>	<u>SOURCES</u>
\$ 92,000	\$184,303	\$87,593

Measure A Rural Transit Program funds received/expended (accrual basis), beginning on July 1, 2005.

FY 05/06		OTHER FUNDING
<u>MEASURE A REVENUES</u>	<u>EXPENSES</u>	<u>SOURCES</u>
\$172,000	\$434,427	\$186,035

The Rural Transit program consisted of the West Marin Stagecoach with a North Route and South Route. Each route made four round trips per weekday and made route deviations for ADA eligible trips. Table 3 shows the monthly ridership and fares for the Stagecoach, along with performance monitoring statistics. Measure A supported Stagecoach services averaged 3.6 passengers per hour and had a fare box recovery of 6.7%

During this period, the South Route of the Stage operated four trips per weekday between Bolinas/Stinson Beach and Marin City. The North Route operated four trips per weekday between Inverness/Point Reyes Station and San Anselmo. During November 2004 and March through June 2005, MCTD also provided weekend service on Panoramic Highway between Bolinas/Stinson Beach and Marin City.

Rural Transit in Marin is funded in part by Federal Transit Administration Section 5311 funds that are matched by Measure A dollars.

Details for the net expenses in FY 04/05 and FY 05/06:

See Tables 7 and 8

Benefits realized from the expenditures in FY 04/05 and FY 05/06:

See Tables 9 and 10

Table 7
Project Costs Rural Bus Transit
Fiscal Year 04/05¹

Program	Expense		Revenue		Net Expense	Measure A Funds Expended
	Operating Expense	Admin ² Costs	Fares	5311 Funds		
Stagecoach	\$138,541	\$8,966	\$9,105	\$62,070	\$76,332	
Route 63	\$36,796	0	\$4,208	\$12,210	\$20,378	
FY04/05 Total	\$175,337	\$8,966	\$13,313	\$74,280	\$96,710	\$92,000

Notes:

1. Reported from January 1, 2005, which was the start of Measure A funds for Rural Transit
2. Admin Costs were 10% of Salaries and Benefits in FY 04/05

Table 8 Project Costs Rural Bus Transit Fiscal Year 05/06¹						
Program	Expense		Revenue		Net Expense	Measure A Funds Expended
	Operating Expense	Admin ² Costs	Fares	5311 Funds		
Stagecoach	\$325,699	\$53,934	\$20,536	\$132,222	\$226,845	
Route 63	\$54,824	0	\$5,865	\$27,412	\$21,547	
FY05/06 Total	\$380,493	\$53,934	\$26,401	\$159,634	\$248,392	\$172,000
Notes: 1. Admin Costs were 20% of total Transit District Administrative Costs in FY 05/06						

Table 9
Performance Monitoring West Marin Stagecoach
Fiscal Year 04/05¹

Month	Patrons	Service Hours	Passengers / Hours	Farebox Recovery	Subsidy Per Passenger
January 2005	1,512	468	3.2	8.4%	\$10.88
February 2005	1,494	445	3.4	8.1%	\$11.03
March 2005	1,965	541	3.6	7.6%	\$11.09
April 2005	1,738	495	3.5	6.7%	\$13.19
May 2005	1,748	494	3.5	6.4%	\$13.56
June 2005	1,930	517	3.7	6.0%	\$13.11
04/05 6-month Totals	21,539	5,914	3.6	6.7%	\$12.01

Notes:

Reported from January 1, 2005, which was the start of Measure A funds for Rural Transit

Table 10
Performance Monitoring West Marin Stagecoach
Fiscal Year 05/06

Month	Patrons	Service Hours	Passengers / Hours	Farebox Recovery	Subsidy Per Passenger
July 2005	1,863	471	4.0	7%	\$12.80
August 2005	2,359	541	4.4	7%	\$11.53
September 2005	2,090	503	4.2	7%	\$11.77
October 2005	1,912	494	3.9	6%	\$13.13
November 2005	1,846	494	3.7	6%	\$15.03
December 2005	1,471	495	3.0	5%	\$17.35
January 2006	1,599	492	3.2	5%	\$15.85
February 2006	1,630	448	3.6	6%	\$14.04
March 2006	1,928	537	3.6	6%	\$14.24
April 2006	1,695	478	3.5	6%	\$14.35
May 2006	2,107	513	4.1	7%	\$12.26
June 2006	2,087	503	4.1	7%	\$12.12
05/06 12-month Totals	22,587	5,968	3.8	6%	\$13.51

Notes:

Reported from January 1, 2005, which was the start of Measure A funds for Rural Transit

Special Needs Transportation Program 3 Report Summary

Under an agreement with Whistlestop Wheels (WSW) intra-county Paratransit services provide approximately 84,000 local passenger-trips annually serving disabled and elderly residents of Marin eligible for transportation services under the Americans with Disabilities Act (ADA). The service utilizes lift-equipped vans. WSW also provides regional inter-county Paratransit services on behalf of Golden Gate Transit District. Marin County Transit District administers the service contract for both agencies, and costs for inter-county services are fully reimbursed by Golden Gate Transit.

MCTD has historically exceeded the requirement of the ADA and provided service to eligible clients throughout urbanized Marin. The ADA requires that agencies provide service that is comparable to its fixed route services. Mandated service refers to requested trips that originate within three-quarters of a mile of a regular bus route during that bus route's hours of operation. Table 1 presents performance statistics for the entire local paratransit program, while Table 2 focuses specifically on trips requested and provided for those clients who reside outside the mandated area.

Measure A Special Needs Transportation Program funds received/expended (accrual basis) beginning on November 1, 2004.

FY 04/05		OTHER FUNDING
<u>MEASURE A REVENUES</u>	<u>EXPENSES</u>	<u>SOURCES</u>
\$615,000	\$1,652,001	\$1,037,001

Measure A Special Needs Transportation Program funds received/expended (accrual basis), beginning on July 1, 2005.

FY 05/06		OTHER FUNDING
<u>MEASURE A REVENUES</u>	<u>EXPENSES</u>	<u>SOURCES</u>
\$1,365,000	\$2,804,283	\$1,439,283

Details for the net expenses in FY 04/05 and FY 05/06:

See Tables 11

Benefits realized from the expenditures in FY 04/05 and FY 05/06:

See Tables 12, 13, 14, and 15

Table 11 Project Costs Special Needs Transit						
Program	Expense		Revenue ¹		Net Expense	Measure A Funds Expended
	Operating Expense	Admin Costs	Fares	STA		
FY 04/05 8-month Totals ²	\$1,607,168	\$44,833	\$108,376	\$31,492 ³		\$615,000
FY 05/06 Total	\$2,534,613	\$269,670	\$167,029	\$48,655	\$2,811,375	\$1,365,000
Notes: 1. MCTD also receives Property Tax to pay for Special Needs Transit 2. Reported from November 1, 2004, which was the start of Measure A funds for Special Needs Transit 3. Calculated for 8 months of FY 04/05						

Table 12 Measure A-funded Special Needs Transportation Services Fiscal Year 04/05 (Beginning on November 1, 2004)					
Month	Patrons	Fares	Revenue Hours	Passengers / Hour	Subsidy Per Passenger
November 2004	6,809	\$13,504	3,227	2.1	\$27.40
December 2004	6,332	\$12,595	3,187	2.0	\$26.51
January 2005	6,423	\$12,430	2,990	2.1	\$26.25
February 2005	6,674	\$12,887	3,069	2.2	\$25.94
March 2005	7,809	\$15,006	3,627	2.2	\$26.93
April 2005	7,187	\$13,889	3,424	2.1	\$29.73
May 2005	7,290	\$14,082	3,317	2.2	\$28.17
June 2005	7,246	\$13,983	3,365	2.2	\$29.56
04/05 8-month Totals	55,770	\$108,376	26,204	2.1	\$26.69

Table 13 Measure A-funded Special Needs Transportation Services Fiscal Year 05/06					
Month	Patrons	Fares	Revenue Hours	Passengers / Hour	Subsidy Per Passenger
July 2005	7,129	\$13,648	3,211	2.2	\$27.40
August 2005	7,429	\$14,361	3,305	2.2	\$26.51
September 2005	7,433	\$14,458	3,274	2.3	\$26.25
October 2005	7,624	\$14,668	3,331	2.3	\$25.94
November 2005	7,318	\$14,236	3,311	2.2	\$26.93
December 2005	6,509	\$12,677	3,118	2.1	\$29.73
January 2006	6,863	\$13,421	3,163	2.2	\$28.17
February 2006	6,486	\$12,444	3,063	2.1	\$29.56
March 2006	7,657	\$14,712	3,484	2.2	\$26.69
April 2006	6,936	\$13,294	3,207	2.2	\$28.15
May 2006	7,814	\$15,025	3,563	2.2	\$26.29
June 2006	7,267	\$14,084	3,430	2.1	\$27.78
05/06 12-month Totals	86,465	\$167,029	39,458	2.2	\$27.38

Table 14 Non-Mandated Special Needs Trips (Trips that are not required under ADA guidelines)			
Month	Provided	Requested	Percent Provided
November 2004	731	860	85%
December 2004	578	787	73%
January 2005	644	766	84%
February 2005	512	694	74%
March 2005	540	833	65%
April 2005	428	660	65%
May 2005	445	592	75%
June 2005	355	488	73%
04/05 8-month Totals	4,233	5,680	75%

Table 15 Non-Mandated Special Needs Trips (Trips that are not required under ADA guidelines)			
Month	Provided	Requested	Percent Provided
July 2005	359	466	77%
August 2005	242	394	61%
September 2005	199	480	41%
October 2005	209	441	47%
November 2005	185	330	56%
December 2005	196	292	67%
January 2006	241	328	73%
February 2006	224	321	70%
March 2006	264	355	74%
April 2006	324	407	80%
May 2006	306	326	94%
June 2006	193	251	77%
05/06 12-month Totals	2,942	4,391	67%

Transit Capital Investments Program 4 Report Summary

MCTD did not request an allocation of Measure A funds for capital investments for FY 2004/2005 or FY 2005/2006.

Application of Measure A Performance Criteria

System Performance Report Card Developed for Short Range Transit Plan in Existing Conditions Systems Level Analysis Report - based on FY 2004/2005 data

See Attached Figure 2-8 from Chapter 2 of the Short Range Transit Plan

This report card is based on route level data drawn from November 2004 and updated for services provided through June 2005. Staff will update this report card each reporting year with current data. See Note on Methodology for Calculating Subsidy per Passenger and Productivity at the lower right hand corner.

Note that the Report Card evaluates ALL local services within Marin. These include four regular bus routes and four school tripper services that became MCTD's responsibility in FY 2005/2006.

Certification

I hereby certify that the expenditures documented in this report are in compliance with the provisions of the Funding Agreement executed between MCTD and TAM in November 2004.

Farhad Mansourian
General Manager
Marin County Transit District

Date